

10.0 ENVIRONMENTAL REVIEW

The development and operation of airport facilities and associated levels of aircraft activity have the potential to impact a variety of environmental parameters. The National Environmental Policy Act of 1969 subjects all activities of the federal government that have the potential to adversely affect the environment to undergo a review process to determine impacts and identify mitigation requirements. FAA Order 5050.4, Airport Environmental Handbook contains the FAA guidelines for complying with federal environmental requirements.

The proposed improvements at Avi Suquilla Airport are such that an environmental assessment or environmental impact statement is not required. FAA guidelines were reviewed, however, to ensure that proposed airport improvements do not adversely affect important natural or socioeconomic characteristics of the Airport or environs. The following summaries address the major parameters as identified in FAA Order 5050.4

Noise--FAA's INM Version 3.8 was utilized to determine noise exposures for 1985 and 2005. All existing and future noise levels greater than 65 Ldn are located within Airport boundaries. Thus adjacent land uses are not subjected to adverse noise conditions.

Compatible Land Use--Existing and proposed Airport operations are compatible with existing land use patterns within the Town of Parker and the immediately adjacent reservation lands. Future growth in the Airport vicinity should be regulated by a height restrictions ordinance which is recommended in this Master Plan Update.

Social and Induced Socioeconomic Impacts--Residential or business relocations are not required for implementation of Airport improvements. A portion of the construction costs will be spent locally, providing a small, temporary boost in regional economic levels.

Air Quality--Due to the rural, nonindustrial nature of Parker and LaPaz County, the present air quality is good. Due to the existing level of aircraft activity and projected operations, air pollutant emissions should not exceed state or federal ambient air quality standards.

Water Resources--The increase of impermeable surfaces resulting from apron, taxi lane, and parking area expansions will result in a minor increase in surface water runoff. This increase will be incremental, and should discharges appreciably increase, retention provisions may be considered for incorporation into the design of these areas.

Water Quality--Surface water runoff may contain hydrocarbons from vehicular parking lots, runway, and apron areas. Discharge onto pervious areas and intermittent washes will result in the filtering of runoff prior to reaching ground water tables or the Colorado River.

DOT Section 4(f) Lands--Airport development will not affect or require the use of recreation lands, wildlife or water fowl refuges, or archaeological or historic sites.

Biotic Communities--The areas proposed for expansion total 12.2 acres of land previously disturbed by grading or vehicular activity. The extent and nature of construction activity will not adversely impact areawide vegetation communities or wildlife habitats. A survey of endangered or threatened species was not conducted.

Wetlands--There are no wetlands located in the proposed construction areas on airport property or adjacent to the airport.

Floodplain--The entire airport site and adjacent areas are located outside the 100-year floodplain.

Coastal Zone Management--The Airport site is located outside coastal zone boundaries.

Prime and Unique Farmland--A determination of prime or unique farmland soils for the Airport has not been made. Extensive agricultural lands are presently utilized on the eastern portion of the Airport property and continue off of Airport property. The amount of land required for proposed improvements (12.2 acres) is not significant when compared to existing agricultural land.

Energy Supply--The installation of REIL's will not appreciably increase the demand for electricity.

Light Emissions--The installation of REIL's will not appreciably increase or alter the existing amount of light emissions or impact local residents or highway traffic.

Solid Waste--CRIT Sanitary Landfill is located 5,000 feet east of the north end of Runway 01/19. Previous problems between the landfill and airport have not been encountered and proposed improvements will not alter planned aircraft operations.

Construction Impacts--Construction activity will be limited to land clearing and grading, patching, sealing, and paving operations, constructing T-hangars and fences, and installing REIL's and tiedowns. The most extensive single project involves 4.1 acres of apron extension and should not result in typical construction associated problems such as dust from grading, noise from construction equipment, or increases in truck traffic.